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CONTROL****CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT**

50X1-HUM

COUNTRY Austria

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SUBJECT Donau Dampfschiffahrts - Gesellschaft;
Soviet Transport Companies.

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SUPPLEMENT

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1. The company has two main offices in Vienna:

- a. At Zollamtsstrasse, Vienna III, a legitimate Austrian office under the management of General Director Josef Bauer;
- b. At Taborstrasse 24a, Vienna II, controlled by the Russians and headed by Lieutenant Colonel Ivanov and Captain Korin.

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There is a subsidiary office at Taborstrasse 7. [redacted][redacted] the Russian DDSG will shortly move into the offices of the former Wiener Produktenborse at Taborstrasse 10 when this building becomes available.

2. The Austrian DDSG offices in Vienna consist of a statistical office, a secretariat, and a finance department. Actual business transactions are carried out from Linz.
3. The Russian DDSG controls all DDSG installations on the north bank upstream from Urfahr and on the south bank from St. Valentin-Manthausen-Enns down to the frontier at Bratislava-Theben (mouth of the March). In addition to the installations belonging to the Austrian DDSG, the Russians have also taken over the loading and transshipment installations of the Czechoslovak, Hungarian, and Yugoslav DDSG. They have also done the same with the Romanian Oil Company, the Steana Romana, and the Creditul Minier's oil wharf in Vienna-Winterhafen and Vienna-Fischamend.
4. Until the cold weather started, the Russian DDSG continued to run two small passenger ships under the Russian flag upstream between Vienna and Greifenstein for excursion services. A third small passenger steamer was put on for evening round trips between Vienna - Reichsbrücke (Brücke der Roten Armee) - Müssdorf - Lobau - Reichsbrücke, with dance music and food on board at relatively high prices.
5. As yet, the Austrian DDSG is not running a passenger and cargo service down the Danube. The Russian DDSG likewise has no regular cargo traffic from Vienna up or down the Danube. Up to 4 November 1946, only a few cargo boats were consigned downstream in the direction of Bratislava - Budapest and a few from this direction to Vienna. There is neither a regular nor an occasional cargo service from Vienna in the direction of Linz, and only little traffic between the main Vienna-Zwischenbrücken depot and the DDSG wharf in Korneuburg.

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6. The Korneuburg wharf is at present fairly active and employs 350 workers and office employees. The main work consists of the repair of tugs and barges, besides the building of three new tugs, an oil-driven tug, and three oil tankers, each of 600 tons.

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7. The Russian DDSC, in theory, can consign cargo to all Austrian stations under its control down the Danube as far as the Black Sea. To date, this has not been done. There are no fixed cargo rates, as the Russian DDSC decides these individually in accordance with the type of goods, the quantities, and the place of destination. It does no business for others but consigns only its own goods. All interested civilians are directed to the two main Russian transport offices in Austria, to wit:

- a. Transportkontor Wien der Moskauer Verwaltung Yushtrans, Mohllebengasse No. 8, Vienna IV.
- b. Speditionskontor Ivan S. Popoff, Mohllebengasse 9, Vienna IV.

These ostensibly separate offices are, in fact, one business under one management, that of Ivan S. Popoff of the Soviet Transport in Austria.

8. [redacted] the following quantities of goods, approximately, have been loaded in Vienna and shipped down the Danube since the opening of the Russian shipping traffic:

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- 26,000 tons of machinery, apparatus, and industrial equipment;
- 10,000 tons of paper and cardboard;
- 15,000 tons of various goods, vehicles, and household articles;
- 18,000 tons of various crude oil products.

Up to 4 November 1946, the following goods have come into Vienna via Russian shipments from the lower Danube region:

- approximately 4,500 tons of coal;
- approximately 8,000 tons of crude oil refinery products;
- approximately 600 tons of manganese steel.

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